

## ***Part Five - Environmental Treatment and Mitigation Measures to be Employed***

*In response to specific requests by consulting parties and interest groups, guardrail replacement will not be connect to the new parapet walled ends. Also, guardrail will not extend along the facing of the walls.*

*The proposed replacement of the parapet walls will be replaced with a balustrade design that closely mimics the original design. Insets to both the otter and inner walls and balustrade sections will break up the symmetrical look and design.*

*Special provisions have been made to replace the existing lumination system with a replicated pole and lighting design that was illustrated on the original 1906 plan sheets.*

*Special provisions have also been set up in the plan sheets that include traffic calming measures. One provision includes changing the four way signalized intersection on the south approach area to a complete four way stop area with red flashing lights. Other traffic calming measures include recreating a Belgian block travel surface pattern on the north and south end approaches.*

*To mitigate the adverse effect under Criterion 800.9(b)(1), DelDOT via FHWA will be consulting the National Park Service's Mid Atlantic Regional Office to determine what level and kind of recordation is required for the bridge rehabilitation. DelDOT will ensure that all photo documentation is acceptable prior to rehabilitation work. Copies of this documentation will be provided to the DE SHPO and appropriate local achieves designated by the DE SHPO.*

*To also mitigate the adverse effect under Criterion 800.9(b)(1), DelDOT via FHWA will carefully remove existing balustrade parapet walls. They will be moved and stored in Wilmington's Public Works Yard until an adaptive reuse plan is agreed upon by park administrators and planners to carefully place and restore them back within the park (but not back on the bridge) setting as a tribute to the bridge and park.*

*To mitigate the visual adverse effects under Criterion 800.9 (b)(2) and (3), DelDOT via FHWA has consulted with the DE SHPO and other interested parties regarding the rehabilitation of the Van Buren Street Bridge. All rehabilitation schemes and detail designs have been carefully selected, modified, and evaluated to ensure not only its visual compatibility, but also the rehabilitation of structural and architectural parts.*

*The design of new sections of the bridge will satisfy FHWA and DelDOT's goal of providing barriers which conform to AASHTO standards, but will also address preservation concerns for visual compatibility with the historic structure and setting. Architectural details of the bridge will be replicated where possible ( spandrel walls and staircases), and will incorporate similar elements of the existing design where replication is not feasible (balustrade). Rehabilitation of the few remaining portions of the bridge will employ methods and materials compatible with the historic concrete. Finally, DelDOT will continue to consult with the DE SHPO and other interested parties to ensure that the final construction plans and specifications include appropriate instructions to the contractor regarding design details and construction methods and materials.*